

### REMARKS

In the last Office Action, the Examiner objected to the drawings as failing to comply with 37 C.F.R. §1.84(p)(4) because reference numeral "10" has been used to designate both a snowplow and a cart. The drawings were further objected to as containing informalities with respect to various reference numerals. The specification was objected to as containing informalities. Claims 2-4 were rejected under 35 U.S.C. §112, second paragraph, for indefiniteness. Claim 1 was rejected under 35 U.S.C. §102(b) as being anticipated by U.K. Patent Application No. 2,269,143 to Rowlands. Claim 7 was rejected under 35 U.S.C. §103(a) as being unpatentable over Rowlands in view of U.S. Patent No. 6,604,590 to Faulk, Jr. Claim 2-4 were indicated to be allowable if rewritten to overcome the rejection under 35 U.S.C. §112, second paragraph, and include all of the limitations of the base claim and any intervening claims. Additional art was of interest.

Applicants and applicants' counsel note with appreciation the indication of allowable subject matter concerning claims 2-4. However, for the reasons noted below, applicants respectfully submit that amended claim 7 and newly added claims 8-12 also patentably distinguish from the prior art of record.

In accordance with the present response, the specification has been suitably revised to correct informalities, including those noted by the Examiner, to conform the reference characters to those shown in the drawings, and to otherwise bring it into better conformance with U.S. practice. Allowable claim 2 has been rewritten in independent form to incorporate the subject matter of base claim 1, which has been canceled, and to overcome the rejection under 35 U.S.C. §112, second paragraph. Claim 7 has been amended to depend on allowable claim 2 and, therefore, is also allowable. Claims 2-4 and 7 have also been amended in formal respects to improve the wording and bring them into better conformance with U.S. practice. Non-elected claims 5-6 have been canceled without prejudice or admission and subject to applicants' right to file a continuing application to pursue the subject matter of the non-elected claims. New claims 8-12 have been added to provide a fuller scope of coverage. A new abstract which more clearly reflects the invention to which the amended and new claims are directed has been substituted for the original abstract.

In view of the foregoing, applicants respectfully submit that the objections to the drawings and the specification and the rejection of claims 2-4 under 35 U.S.C. §112, second paragraph, have been overcome and should be

withdrawn. Moreover, by the foregoing amendments, claims 2-4 and 7 are now in condition for allowance.

Applicants respectfully submit that the prior art of record also does not disclose or suggest the subject matter recited in newly added claims 8-12.

New independent claim 8 is directed to a motorized vehicle. With reference to the embodiment shown in Figs. 1-8 and 14-16, the motorized vehicle 10 has a vehicle body 11 and at least a pair of wheels 15L, 15R mounted on the vehicle body 11 for undergoing rotation to cause the motorized vehicle 10 to undergo travelling. Each of a pair of electric motors 13L, 13R is mounted on the vehicle body 11 to selectively undergo forward and reverse rotation to rotationally drive a respective one of the wheels 15L, 15R. A pair of brakes 17L, 17R are mounted on the vehicle body 11 for applying brake forces to respective ones of the wheels 15L, 15R. Each of a pair of handlebars 30L, 30R extends from the vehicle body 11.

According to the present invention, a pair of turn control levers 23L, 23R are mounted on respective ones of the handlebars 30L, 30R to undergo angular movement within a range of preselected angular positions (e.g., P1-P3 show in Fig. 3). Each of the turn control levers 23L, 23R is connected to a respective one of the brakes 17L, 17R and a respective one of the electric motors 13L, 13R so that the electric motors undergo rotation simultaneously in opposite directions in

accordance with the preselected angular positions of the turn control levers 23L, 23R to turn the motorized vehicle 10 while the motorized vehicle 10 does not undergo travelling. By this construction, the motorized vehicle 10 can achieve a spot turn easily and reliably.

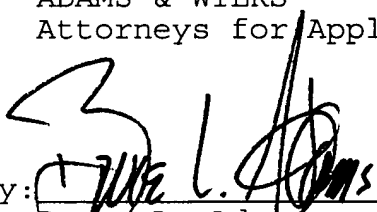
The cited reference to Rowlands discloses a motorized vehicle (i.e., a wheelchair) having electric motors which are operable at different speeds and in opposite directions to enable the wheelchair to turn in a circle within its own length (page 7, lines 22-27). However, as recognized by the Examiner with respect to the allowable subject matter of claim 2, Rowlands does not disclose or suggest the specific structural combination of the turn control levers, electric motors, brakes and wheels for turning the motorized vehicle recited in independent claim 8.

New claims 9-12 depend on and contain all of the limitations of independent claim 8 and, therefore, distinguish from the references at least in the same manner as claim 8.

In view of the foregoing amendments and discussion,  
the application is now believed to be in condition for  
allowance. Accordingly, favorable reconsideration and  
allowance of the claims are most respectfully requested.

Respectfully submitted,

ADAMS & WILKS  
Attorneys for Applicants

By:   
Bruce L. Adams  
Reg. No. 25,386

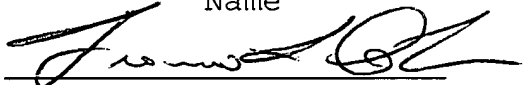
50 Broadway  
31st Floor  
New York, NY 10004  
(212) 809-3700

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Franco S. De Liguori

Name



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April 6, 2004

Date

### ABSTRACT OF THE DISCLOSURE

A motorized vehicle has wheels mounted on a vehicle body for undergoing rotation to cause the motorized vehicle to undergo travelling, electric motors for selectively undergoing forward and reverse rotation to rotationally drive respective ones of the wheels, brakes for applying brake forces to respective ones of the wheels, handlebars extending from the vehicle body, and turn control levers mounted on the handlebars to undergo angular movement within a range of preselected angular positions. The turn control levers are connected to respective ones of the brakes and respective ones of the electric motors so that the electric motors undergo rotation simultaneously in opposite directions in accordance with the preselected angular positions of the turn control levers to turn the motorized vehicle while the motorized does not undergo travelling.